



Aviation Investigation Final Report

Location:	Gulf Shores, Alabama	Accident Number:	ERA12CA339
Date & Time:	May 16, 2012, 13:00 Local	Registration:	N86917
Aircraft:	Bellanca 8GCBC	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Banner tow		

Analysis

According to the pilot, he landed the tailwheel-equipped airplane on a private grass strip and the airplane bounced. When the airplane settled back onto the grass, the pilot inadvertently applied the wheel brakes. Subsequently, the airplane nosed over and came to rest inverted, which resulted in substantial damage to the wings, fuselage, and empennage. The pilot stated that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent application of the wheel brakes immediately after landing, which resulted in the airplane nosing over.

Findings

Personnel issues	Identification/recognition - Pilot
Aircraft	Brake - Unintentional use/operation

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Commercial; Private	Age:	19, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 2, 2012
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 24, 2012
Flight Time:	298 hours (Total, all aircraft), 29 hours (Total, this make and model), 237 hours (Pilot In Command, all aircraft), 118 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N86917
Model/Series:	8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-74
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 24, 2012 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1613 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O&VO-360 SER
Registered Owner:	COSTAL AIRSIGN LLC	Rated Power:	180 Horsepower
Operator:	COSTAL AIRSIGN LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	JKA, 17 ft msl	Distance from Accident Site:	
Observation Time:	13:35 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4800 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	28°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gulf Shores, AL (JKA)	Type of Flight Plan Filed:	None
Destination:	Gulf Shores, AL (JKA)	Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	

Airport Information

Airport:	Private NONE	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Unknown
Runway Used:	27	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.69,-87.858329(est)

Administrative Information

Investigator In Charge (IIC):	Etcher, Shawn
Additional Participating Persons:	Nina McBride; FAA/FSDO; Vestavia Hills, AL
Original Publish Date:	November 26, 2012
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=83670

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).